

IN THE CLAIMS

Claims 1 – 29 (Canceled).

30. (Previously Presented) A method of manufacturing a curved laminated automotive glazing panel, comprising the steps of:

(a) depositing a solar control coating layer comprising a coating stack having at least two spaced sputtered silver containing layers on a substantially flat sheet of glazing material;

(b) bending said substantially flat sheet of glazing material carrying said solar control coating layer such that the solar control coating layer is positioned at a convex surface of the bent sheet of glazing material;

(c) laminating said bent sheet of glazing material carrying the solar control coating layer at a convex surface with another sheet of glazing material to form a glazing panel in which the solar control coating layer is positioned at the interior of the glazing panel; and

wherein the laminated automotive glazing panel is curved according to at least one of the following (d) and (e):

(d) the curved laminated automotive glazing panel has at least one portion having a radius of curvature that is less than 500 mm;

(e) the curved laminated automotive glazing panel has a cross curvature of greater than or equal to 15 mm.

31. (Currently Amended) ~~A method according to Claim 30,~~ A method of manufacturing a curved laminated automotive glazing panel, comprising the steps of:

(a) depositing a solar control coating layer comprising a coating stack having at least two spaced sputtered silver containing layers on a substantially flat sheet of glazing material;

(b) bending said substantially flat sheet of glazing material carrying said solar control coating layer such that the solar control coating layer is positioned at a convex surface of the bent sheet of glazing material;

(c) laminating said bent sheet of glazing material carrying the solar control coating layer at a convex surface with another sheet of glazing material to form a glazing panel in which the solar control coating layer is positioned at the interior of the glazing panel; and

wherein the laminated automotive glazing panel is curved according to both of the following (d) and (e):

(d) the curved laminated automotive glazing panel has at least one portion having a radius of curvature that is less than 500 mm;

(e) the curved laminated automotive glazing panel has a cross curvature of greater than or equal to 15 mm;

32. (Previously Presented) A method according to Claim 30, and further including at least one of the following (f) through (m):

(f) the curved laminated automotive glazing panel has a depth of bending that is greater than or equal to 150 mm;

(g) the coating layer is adapted to be electrically heatable to provide a de-misting and/or de-icing function to the glazing panel and in which the glazing panel is provided with a pair of spaced bus bars adapted to relay electrical power to heat the solar control containing layer;

(h) the curved laminated automotive glazing panel has a width of greater than about 1.6 m;

(i) the curved laminated automotive glazing panel has a luminous transmittance of at least 75% (measured using Illuminant A, 2 degree observer);

(j) the colour co-ordinates of the curved laminated automotive glazing panel in reflection from the exterior measured on the CIElab scale at normal incidence are within the range:

$$L^* = 40 \pm 3 \quad a^* = -6 \pm 3 \quad b^* = -8 \pm 4; \text{ or}$$

$$L^* = 39 \pm 3 \quad a^* = -6 \pm 3 \quad b^* = -2 \pm 4; \text{ or}$$

$$L^* = 36 \pm 3 \quad a^* = -5 \pm 2 \quad b^* = -4 \pm 2;$$

(k) colour variation in reflection over the surface of the glazing panel is such that when measured at different points over a single glazing, the values of a^* and/or b^* measured on the CIElab scale at normal incidence do not vary but more than ± 1.5 ;

(l) the electrical resistance of the coating layer is between 1.5 and 4 ohms per square; and

(m) the glazing panel is provided with a pair of spaced bus bars adapted to provide electrical power to heat the solar control coating layer and in which the resistance between the bus bars is between about 0.75 and 8 ohms.

33. (Previously Presented) A method according to Claim 32, and including at least two of the aforementioned features (f) through (m).

34. (Currently Amended) ~~A method according to Claim 32, and~~ A method of manufacturing a curved laminated automotive glazing panel, comprising the steps of:

(a) depositing a solar control coating layer comprising a coating stack having at least two spaced sputtered silver containing layers on a substantially flat sheet of glazing material;

(b) bending said substantially flat sheet of glazing material carrying said solar control coating layer such that the solar control coating layer is positioned at a convex surface of the bent sheet of glazing material;

(c) laminating said bent sheet of glazing material carrying the solar control coating layer at a convex surface with another sheet of glazing material to form a glazing panel in which the solar control coating layer is positioned at the interior of the glazing panel; and

wherein the laminated automotive glazing panel is curved according to at least one of the following (d) and (e):

(d) the curved laminated automotive glazing panel has at least one portion having a radius of curvature that is less than 500 mm;

(e) the curved laminated automotive glazing panel has a cross curvature of greater than or equal to 15 mm;

the method including at least three of the following aforementioned features (f) through (m):

(f) the curved laminated automotive glazing panel has a depth of bending that is greater than or equal to 150 mm;

(g) the coating layer is adapted to be electrically heatable to provide a de-misting and/or de-icing function to the glazing panel and in which the glazing panel is provided with a pair of spaced bus bars adapted to relay electrical power to heat the solar control containing layer;

(h) the curved laminated automotive glazing panel has a width of greater than about 1.6 m;

(i) the curved laminated automotive glazing panel has a luminous transmittance of at least 75% (measured using Illuminant A, 2 degree observer);

(j) the colour co-ordinates of the curved laminated automotive glazing panel in reflection from the exterior measured on the CIElab scale at normal incidence are within the range:

$$\underline{L^* = 40 \pm 3} \quad \underline{a^* = -6 \pm 3} \quad \underline{b^* = -8 \pm 4}; \text{ or}$$

$$\underline{L^* = 39 \pm 3} \quad \underline{a^* = -6 \pm 3} \quad \underline{b^* = -2 \pm 4}; \text{ or}$$

$$\underline{L^* = 36 \pm 3} \quad \underline{a^* = -5 \pm 2} \quad \underline{b^* = -4 \pm 2};$$

(k) colour variation in reflection over the surface of the glazing panel is such that when measured at different points over a single glazing, the values of a^* and/or b^* measured on the

CIElab scale at normal incidence do not vary but more than ± 1.5 ;

(l) the electrical resistance of the coating layer is between 1.5 and 4 ohms per square; and

(m) the glazing panel is provided with a pair of spaced bus bars adapted to provide electrical power to heat the solar control coating layer and in which the resistance between the bus bars is between about 0.75 and 8 ohms;

35. (Currently Amended) A method according to Claim[[32]] 34, and including all of the aforementioned features (f) through (m).

36. (Previously Presented) A method according to Claim 30, and including at least one of the following (n) through (p):

(n) the glazing panel has a radius of curvature at said at least one portion that is less than 400 mm;

(o) the glazing panel has a radius of curvature at said at least one portion that is less than 350 mm;

(p) the glazing panel has a radius of curvature at said at least one portion that is less than 300 mm.

37. (Currently Amended) ~~A method according to Claim 30 and including~~ A method of manufacturing a curved laminated automotive glazing panel, comprising the steps of:

(a) depositing a solar control coating layer comprising a coating stack having at least two spaced sputtered silver containing layers on a substantially flat sheet of glazing material;

(b) bending said substantially flat sheet of glazing material carrying said solar control coating layer such that the solar control coating layer is positioned at a convex surface of the bent sheet of glazing material;

(c) laminating said bent sheet of glazing material carrying the solar control coating layer at a convex surface with another sheet of glazing material to form a glazing panel in which the solar control coating layer is positioned at the interior of the glazing panel; and

wherein the laminated automotive glazing panel is curved according to at least one of the following (d) and (e):

(d) the curved laminated automotive glazing panel has at least one portion having a radius of curvature that is less than 500 mm;

(e) the curved laminated automotive glazing panel has a cross curvature of greater than or equal to 15 mm;

wherein the glazing panel has at least one of the following features (q) through (s):

(q) the glazing panel has a cross curvature of greater than or equal to 20 mm;

(r) the glazing panel has a cross curvature of greater than or equal to 25 mm;

(s) the glazing panel has a cross curvature of greater than or equal to 30 mm.

38. (Previously Presented) A method according to Claim 32, including the aforementioned (g) and wherein the glazing panel is provided with a substantially opaque band arranged at the internal, concave surface of the glazing panel adapted to mask the bus bars from view from the exterior of the glazing panel.

39. (Previously Presented) A method according to Claim 30, in which the glazing panel is an automotive windscreen.

40. (Currently Amended) A curved laminated automotive glazing panel, comprising:

(a) a solar control coating layer comprising a coating stack, said solar control coating layer positioned at the convex internal surface of the glazing panel;

(b) said coating stack having at least two spaced sputtered silver containing layers,
wherein the solar control coating layer is sputter deposited on a surface of [[on]] a first

substantially flat sheet of glazing material which is subsequently bent such that the solar control coating layer is at a convex surface of said first sheet of glazing material;

(c) another sheet of glazing material laminated to said first sheet of glazing material having said solar control coating layer positioned thereon, to form a glazing panel in which the solar control coating layer is positioned at the interior of the glazing panel; and

wherein the laminated automotive glazing panel is curved according to at least one of the following (d) and (e):

(d) the curved laminated automotive glazing panel has at least one portion having a radius of curvature that is less than 500 mm;

(e) the curved laminated automotive glazing panel has a cross curvature of greater than or equal to 15 mm.

41. (Currently Amended) ~~A glazing panel according to Claim 40;~~ A curved laminated automotive glazing panel, comprising:

(a) a solar control coating layer comprising a coating stack, said solar control coating layer positioned at the convex internal surface of the glazing panel;

(b) said coating stack having at least two spaced sputtered silver containing layers on a first substantially flat sheet of glazing material which is subsequently bent such that the solar control coating layer is at a convex surface of said first sheet of glazing material;

(c) another sheet of glazing material laminated to said first sheet of glazing material having said solar control coating layer positioned thereon, to form a glazing panel in which the solar control coating layer is positioned at the interior of the glazing panel; and

wherein the glazing panel is curved according to both of the following (d) and (e);

(d) the curved laminated automotive glazing panel has at least one portion having a radius of curvature that is less than 500 mm;

(e) the curved laminated automotive glazing panel has a cross curvature of greater than or equal to 15 mm.

42. (Previously Presented) A glazing panel according to Claim 40, and further including at least one of the following (f) through (m):

(f) the curved laminated automotive glazing panel has a depth of bending that is greater than or equal to 150 mm;

(g) the coating layer is adapted to be electrically heatable to provide a de-misting and/or de-icing function to the glazing panel and in which the glazing panel is provided with a pair of spaced bus bars adapted to relay electrical power to heat the solar control containing layer;

(h) the curved laminated automotive glazing panel has a width of greater than about 1.6 m;

(i) the curved laminated automotive glazing panel has a luminous transmittance of at least 75% (measured using Illuminant A, 2 degree observer);

(j) the colour co-ordinates of the curved laminated automotive glazing panel in reflection from the exterior measured on the CIElab scale at normal incidence are within the range:

$$L^* = 40 \pm 3 \quad a^* = -6 \pm 3 \quad b^* = -8 \pm 4; \text{ or}$$

$$L^* = 39 \pm 3 \quad a^* = -6 \pm 3 \quad b^* = -2 \pm 4; \text{ or}$$

$$L^* = 36 \pm 3 \quad a^* = -5 \pm 2 \quad b^* = -4 \pm 2;$$

(k) colour variation in reflection over the surface of the glazing panel is such that when measured at different points over a single glazing, the values of a^* and/or b^* measured on the CIElab scale at normal incidence do not vary but more than ± 1.5 ;

(l) the electrical resistance of the coating layer is between 1.5 and 4 ohms per square; and

(m) the glazing panel is provided with a pair of spaced bus bars adapted to provide electrical power to heat the solar control coating layer and in which the resistance between the bus bars is between about 0.75 and 8 ohms.

43. (Previously Presented) A glazing panel according to Claim 42, and including at least two of the aforementioned features (f) through (m).

44. (Currently Amended) A curved laminated automotive glazing panel, comprising:

(a) a solar control coating layer comprising a coating stack, said solar control coating layer positioned at the convex internal surface of the glazing panel;

(b) said coating stack having at least two spaced sputtered silver containing layers on a first substantially flat sheet of glazing material which is subsequently bent such that the solar control coating layer is at a convex surface of said first sheet of glazing material;

(c) another sheet of glazing material laminated to said first sheet of glazing material having said solar control coating layer positioned thereon, to form a glazing panel in which the solar control coating layer is positioned at the interior of the glazing panel; and

wherein the laminated automotive glazing panel is curved according to at least one of the following (d) and (e):

(d) the curved laminated automotive glazing panel has at least one portion having a radius of curvature that is less than 500 mm;

(e) the curved laminated automotive glazing panel has a cross curvature of greater than or equal to 15 mm;

the [[A]] glazing panel according to Claim 42, and further including at least three of the aforementioned following features (f) through (m):

(f) the curved laminated automotive glazing panel has a depth of bending that is greater than or equal to 150 mm;

(g) the coating layer is adapted to be electrically heatable to provide a de-misting and/or de-icing function to the glazing panel and in which the glazing panel is provided with a pair of spaced bus bars adapted to relay electrical power to heat the solar control containing layer;

(h) the curved laminated automotive glazing panel has a width of greater than about 1.6 m;

(i) the curved laminated automotive glazing panel has a luminous transmittance of at least 75% (measured using Illuminant A, 2 degree observer);

(j) the colour co-ordinates of the curved laminated automotive glazing panel in reflection from the exterior measured on the CIElab scale at normal incidence are within the range:

$L^* = 40 \pm 3$ $a^* = -6 \pm 3$ $b^* = -8 \pm 4$; or

$L^* = 39 \pm 3$ $a^* = -6 \pm 3$ $b^* = -2 \pm 4$; or

$L^* = 36 \pm 3$ $a^* = -5 \pm 2$ $b^* = -4 \pm 2$;

(k) colour variation in reflection over the surface of the glazing panel is such that when measured at different points over a single glazing, the values of a^* and/or b^* measured on the CIElab scale at normal incidence do not vary but more than ± 1.5 ;

(l) the electrical resistance of the coating layer is between 1.5 and 4 ohms per square; and

(m) the glazing panel is provided with a pair of spaced bus bars adapted to provide electrical power to heat the solar control coating layer and in which the resistance between the bus bars is between about 0.75 and 8 ohms.

45. (Currently Amended) A glazing panel according to Claim [[42]] 44, and including all of the aforementioned features (f) through (m).

46. (Previously Presented) A glazing panel according to Claim 41, and including at least one of the following (n) through (p);

(n) the glazing panel has a radius of curvature at said at least one portion that is less than 400 mm;

(o) the glazing panel has a radius of curvature at said at least one portion that is less than 350 mm;

(p) the glazing panel has a radius of curvature at said at least one portion that is less than 300 mm.

47. (Previously Presented) A glazing panel according to Claim 41, and including at least one of the following (q) through (s):

(q) the glazing panel has a cross curvature of greater than or equal to 20 mm;

(r) the glazing panel has a cross curvature of greater than or equal to 25 mm;

(s) the glazing panel has a cross curvature of greater than or equal to 30 mm.

48. (Previously Presented) A glazing panel according to Claim 42, including the aforementioned (g) and wherein the glazing panel is provided with a substantially opaque band arranged at the internal, concave surface of the glazing panel adapted to mask the bus bars from view from the exterior of the glazing panel.

49. (Previously Presented) A glazing panel according to Claim 40, in which the glazing panel is an automotive windscreen.

50. (New) The method of Claim 30, wherein the glazing material is glass.

51. (New) The method of Claim 31, wherein the glazing material is glass.

52. (New) The method of Claim 34, wherein the glazing material is glass.

53. (New) The method of Claim 37, wherein the glazing material is glass.

54. (New) The glazing panel of Claim 40, wherein the glazing material is glass.

55. (New) The glazing panel of Claim 41, wherein the glazing material is glass.

56. (New) The glazing panel of Claim 44, wherein the glazing material is glass.